

Intimations

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*IDZUMI MARU	(SEATTLE, (WASH., U.S.A.) VIA) THURSDAY, 1st June, at 4 P.M.	
*KOBAYASHI MARU	(Kobe, Yokohama & Victoria, B.C.)	
*RINGO MARU	(MARSEILLES, LONDON & ANTWERP) VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. SUNDAY, 4th June.	
G. E. P. Cook		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 25th May, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO., SOLE AGENTS.

Hongkong, 9th December, 1898.

STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX, Crude, Semi-refined and Refined.

ORDERS SOLICITED and LOWEST PRICES QUOTED.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England. SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—WATKINS & CO., APOTHECARIES HALL, 66, Queen's Road, Central, Hongkong.

TO THE DEAF

A RICH LADY, cured of her deafness and loss of hearing by Dr. WATKINSON'S EAR TREATMENT, sent a good testimonial to the effect that "Dr. WATKINSON'S EAR TREATMENT has done more for me than any other medicine I have ever taken." DR. WATKINSON'S EAR TREATMENT, 1, New York, London, E.C.

SERRAVALLO'S

FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC

OF PERUVIAN BARK AND IRON.

Over 100 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of no

EXQUISITE TASTE.

Sole Agents for Hongkong—A. S. WATSON & Co.

Hongkong, 1st September, 1896.

KUHN & KOMOR

JAPANESE FINE ART CURIOS.

21 & 23, QUEEN'S ROAD, HONGKONG.

35, WATER STREET, YOKOHAMA.

and 36, DIVISION STREET, KODE.

Hongkong, 15th March, 1898.

SIEN TING

SURGEON DENTIST.

No. 10, D'ARLINGTON STREET.

TERMS VERY MODERATE.

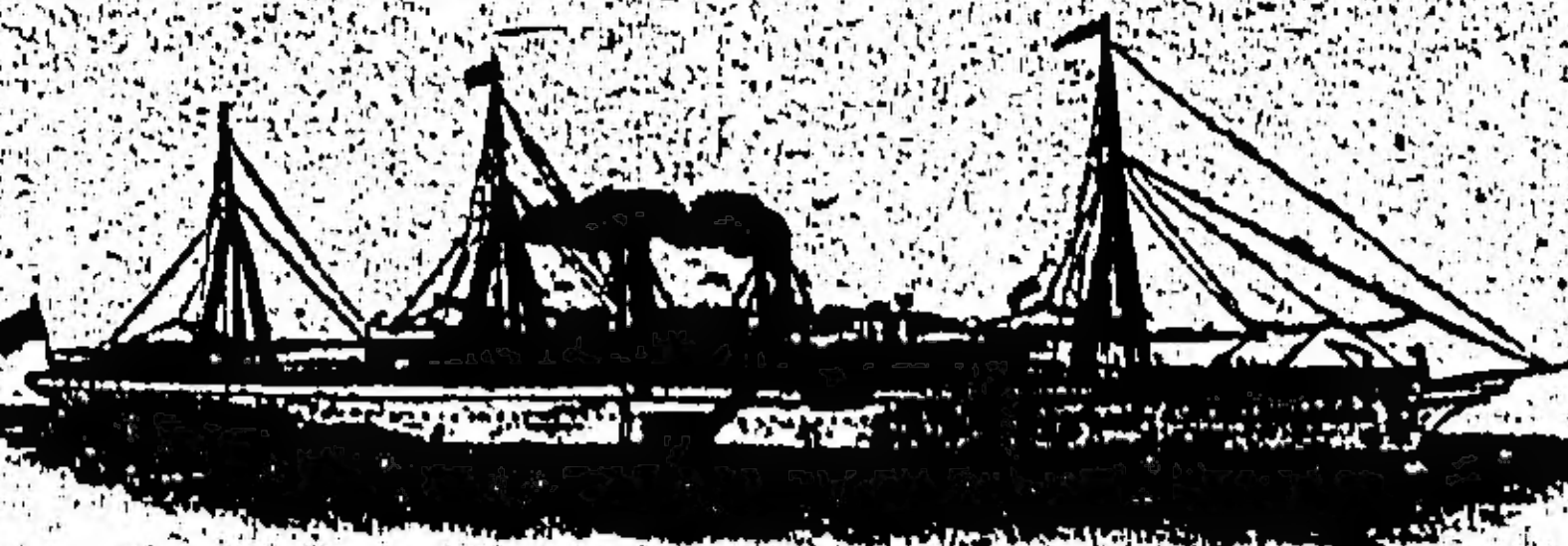
Consultation free.

Hongkong, 27th September, 1898.

Mails

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. — SPEED. — PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 17th May, 1899.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR"

4,425 tons gross register.

will be despatched on or about THURSDAY, the 1st June, for VICTORIA and VANCOUVER, via KOBE, YOKOHAMA.

The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all Points.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES.

For Information as to Rates of Freight and Passage, &c., apply to

D. E. BROWN, General Agent. Hongkong, 18th May, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (for) Saturday 3rd June, Yokohama Direct at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd August, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and Connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, Queen's Building.

Sole Agent, S. VAN BUREN, Agent. Hongkong, 22nd May, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 27th May, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia... 2,837 | J. Truebridge... | June 12.

Victoria... 3,502 | J. Pantan... | July 4.

Tacoma... 2,811 | A. Dixon... | July 29.

Glenogle... 3,750 | J. McGillivray... | Aug. 8.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox... 3,677 | Williamson... | June 3.

Columbia... 2,976 | N. Moncur... | July 8.

Monmouthshire... 2,874 | W. A. Evans... | July 22.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 23rd May, 1899.

FOR SAN FRANCISCO: THE "QUEEN MARGARET,"

Eraser, Master, will load for the above Port, and will have quick despatch.

For Freight apply to SHERMAN, TOMES & CO., Agents.

Hongkong, 22nd May, 1899.

Mails

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORT OF THE LEVANT, BEACON SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SIBIRIA	HAVRE and HAMBURG.	About 6th July.
Hildebrandt	(LONDON with transshipment in HAMBURG)	May.
*KONIGSBERG	HAVRE and HAMBURG.	About 13th June.
Christiansen	(LONDON with transshipment in HAMBURG)	June.
BAMBERG	HAVRE and HAMBURG.	About 15th June.
May	(LONDON with transshipment in HAMBURG)	June.
*AMERICA	HAVRE and HAMBURG.	1st July.
Burneister	(LONDON with transshipment in HAMBURG)	July.
DEIKE	NEW YORK via SUEZ CANAL.	About 10th July.
RICKMERS		July.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co. Agents.

981] CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra... 3,400 | about | June 10.

Belgian King... 3,379 | about | June 20.

Carmarshshire... 2,929 | about | July 2.

Carlisle City... 3,002 | about | Aug. 20.

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan Hongkong, 27th May, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 18th July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th August, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 22nd June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

Hongkong, 14th May, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, HALTAMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

ALL CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING TO THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Sailor... Wednesday, 21st June.

Bayreuth... Wednesday, 19th July.

Prinz Heinrich... Wednesday, 6th Aug.

Wien... Wednesday, 11th Sept.

Wien... Wednesday, 17th Oct.

Wien... Wednesday, 8th Nov.

ON WEDNESDAY, the 21st day of June, 1899, the Company's Steamship "SAILOR" will leave Hongkong for SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

ALL CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING TO THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

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FROM JAPAN PAPERS.

THE "MIYAGUCHI" KINSHIP COLLISION.

The hearing in the Tokyo Higher Marine Court of the appeal of Mr. Fujiwara, the Captain of the *Miyaguchi*, which in November last came into collision with the *Asahi*, and foundered, has been fixed for the 24th inst. The decision of the Osaka Marine Court against which the appeal is being made, was that the certificate of Captain Fujiwara should be suspended for four months, the Captain of the *Asahi* being acquitted of blame.

THE FIRE AT SHIRASHI.

Further particulars of the recent disastrous fire at Shirashi, Miyagi prefecture, which was briefly reported in a telegram, are now to hand. The total number of buildings destroyed exceeded 1,000, and the most prosperous part of the town was altogether wiped out. Over a hundred people were injured during the progress of the conflagration, and more than half of the people burnt out are rendered destitute and are entirely dependent on relief from other places. The fire is said to have commenced simultaneously in two houses, and all the facts point towards it having been wilfully started by persons unknown.

THE NEW TREATIES.

Messrs. Kubota, Councillor; Nambu, Secretary; Kiyono, Secretary; Mori, Councillor; Nakayama, Secretary; and Kamiyama, Councillor of the Department for Home Affairs, have been appointed to supervise the arrangements for carrying the new treaties into effect.

THE FIRE ON THE "YAMAGUCHI" MARU.

In the Tokyo Marine Court judgment has been given to the effect that John Francis Allen and R. P. Thomson, the Captain and chief officer of the N. Y. K. steamer *Yamaguchi Maru*, are exonerated from blame for the fire which occurred on board the *Yamaguchi Maru* a few months ago.

THE TEA TRADE.

There appears to be pretty keen competition among the various shipping companies to secure the carriage of the tea now coming forward for transport to the States. On the 15th and 16th instants, the Nippon Yusen Kaisha and the Northern Pacific Companies reduced their rate of freight to 1.25 per lb, but the Oriental stepped in with 0.75 per lb. The *Nichi Nichi* *Shimbu* says that the freight, ten, now in the hands of foreign exporters, aggregates 13 million lbs., so that large shipments must take place by the next steamer.

ANOTHER CASE OF FIRING AT A TRAIN.

On the 16th inst., a rifle bullet struck the door of the brake van of the train leaving Tamakuri Station on the Osaka Railway at 2.38 p.m. On the arrival of the train at Kiyohashi the conductor examined the door of the brake van and found the bullet imbedded in the wood. The person who fired the shot has not yet been discovered.

PROPOSED RUSSIAN SEALING COMPANY.

According to a report from the Japanese Consul at Korskoff, it appears that a Russian Count and others, who have been carrying on a whaling business in the Orient for several years, have applied to the Russian Government for a charter to establish a joint stock company with a capital of 1,500,000 roubles, with the object of carrying on a fishery and sealing business in the Far East. It is expected that the application will be granted.

DUTY ON JAPANESE SILK IN FRANCE.

The proposed imposition in France of a high duty upon *habutay* (silk) imported from Japan has naturally aroused keen anxiety in the Japanese producers of the silk tissue. The proposal, if carried into effect, would have a deplorable effect upon the trade of the two countries. A large portion of our export of *habutay*, which is valued roughly at 10,000,000 yen a year, goes to France. Japanese manufacturers and merchants, therefore, would suffer to no small extent from the imposition of the high duty upon this important article of commerce.

We shall not touch here on the question of twenty rights which seems to be very strangely complicated. We may hope, however, that the French Government will not wholly disregard the commercial interests of a friendly nation. Neither can we help wondering what profit France is to ultimately derive from the increase of duty upon *habutay*, which is to be regarded as raw material rather than as finished stuff. The *habutay* imported into France is subjected to various beautifying processes, and then exported to America and other countries of Europe. The increase of duty upon the imported material will enhance the price of articles manufactured of that material, and thus cannot but prejudice the export trade of a country. The advocates of the increase of duty upon *habutay* in France, probably count upon the advantage of the practical monopoly which she has enjoyed to a large extent in the manufacture of silk articles. But Germany and Austria have recently made a remarkable progress in the art of printing and other beautifying processes applied to silk. If the duty upon *habutay* is raised in France, the incipient competition will be placed in an advantageous position, and an important consideration of far-reaching consequences when the Frenchmen ought not to disregard. It is wise on the part of France to give facilities to her competitors at the very moment when they are endeavouring to obtain a footing in the world's market. Already the Japanese silk producers are contemplating to send a commission to Europe with a view to opening correspondence with German and Austrian manufacturers. The idea is excellent, and we hope it will be successfully carried out. In case the French proposal becomes a reality, we cannot think that the French authorities are right and lacking in good sense as to strike a blow upon the important commercial relations between their country and Japan.

WHAT TONGVIN WANTS.

A young French lady went the other day to the Colonial Minister in Paris asking him to give her brother some post in Tongvin. The Minister explained politely that Tongvin did not want the brother, but would gladly welcome the young lady; however, he could not do so until she had married. The young lady, however, was not to be deterred, and she had already married to some high official—a much better match than you could expect in France. The young lady is going.

COMPETITION FOR AN HEIRESS.

A wealthy farmer of Lincoln, New York, has sent a notice to the newspapers throughout the country, inviting young men to compete for the hand of his daughter. According to the *Daily Mail*, the notice reads: "I have a daughter, aged 21, who is a very beautiful and accomplished young lady, and I am anxious to see her married to a young man of good family and good means. Any young man who wishes to compete for her hand must send me a letter stating his name, age, and means, and I will select the one who I think best qualified to be her husband. The competition will close on the 1st of June." The notice has attracted much attention, and many young men are expected to respond.

FROM ALL QUARTERS.

WHOLESALE SLAUGHTER.

It will interest statisticians and stock agriculturists to learn that less than 100,000 animals are used annually by the Oxford University Press in binding the various editions of Oxford Bibles alone.

A POSTAL ITEM.

In Great Britain last year, nearly 750,000 letters were so badly addressed that they could neither be delivered nor returned. The letters undelivered for one reason or another, but returned safely to the writers, were very numerous and they had enclosures, all told, of value considerably over £500,000.

A BIG ADVERTISEMENT.

The "Sunlight" Almanac for 1899—a well-printed volume of close upon 200 pages, with many illustrations in colours throughout, was printed and bound at Messrs. Lever Brothers' own printing works at Platt Street, near Leeds, of paper, 32 in. in width. To make up the quantity printed the total length of the ruled was almost 5,000 miles. The weight of the completed books was almost 500 tons. The length of the thread alone used in stitching the total edition would extend almost 3,500 miles—long enough to make a cable from England to America. Piled one on the other, the books would form a pillar 120 times higher than the Eiffel Tower.

A MINIATURE BOOK.

A "Thumb" Edition of Goldsmith's unmatched story, "The Vicar of Wakefield," has been issued from the Oxford University Press. Printed in perfectly legible type, on Oxford India paper with a colotype portrait of Goldsmith, this little volume of 384 pages only measures 2½ in. by 1½ in., and equals in weight two pennies and a halfpenny.

CAPTAIN COGHAN.

Amidst the sensation caused in the United States by the speech made by Captain Coghlan, of the cruiser *Raleigh*, at New York, in which he referred to the events shortly after the battle of Manila, a representative of the *Times of Ceylon* went on board the *Immortalist*, recently on the China station, and had a talk with the Commander, Sir Edward Chichester. Sir Edward knows Captain Coghlan intimately, and the information which has come to hand is interesting to him. "Oh, yes," said Sir Edward, "I know Captain Coghlan well. He tells a very good yarn. 'Have you any idea what provocation he had for speaking as he appears to have done?' 'Yes, I believe there was a little friction between Admiral Dewey and the German Admiral; in fact I know there was, but it soon blew over. I suppose they 'swelled' a little as they went round the world. We all do." Sir Edward did not explain the cause of the unpleasantness, but he is satisfied that there was very little of it.

IT IS A FAD?

The German Emperor, when receiving foreign representatives or military attaches of foreign powers, always wears the uniform of the army of the country the visitor represents, and sometimes during a levee he will change his uniform five or six times.

A PRINCELY INCOME.

It seems hardly credible that a designer of dresses should be receiving a bigger salary than one of Queen Victoria's Judges. It is stated, however, on good authority that a fashionable dress designer in the West End of London makes on an average between £5,000 and £6,000 a year.

SIR HENRY IRVING SCORES.

A London Correspondent gives an interesting account of the re-entry of Sir Henry Irving on the Lyceum stage, and the first performance of Sardou's "Robespierre." Both player and playwright appear to have scored a triumph, the actor making one of the profoundest impressions of his career, and the French dramatist's work being declared his masterpiece.

THE RUSSIAN ICEBREAKER.

So many mistakes have been made about the new Russian icebreaker that a gentleman from Moscow has written to the home papers an explanation. Her forward screw, he says, is intended neither to exhaust the ocean under an icefield, nor to slice large pieces out of a berg. It will merely clear away debris after the breaking process is all over. There is nothing very heroic in the method employed, for the *Ernak* will not go full steam ahead and charge. She will load up her stern and gently defeat her uplifted bows upon the ice, transferring her water-bullet from one end to the other in order to break through by sheer weight.

A RUSSIAN EXPLORATION.

It is announced from St. Petersburg that an expedition on an unusually large scale will leave Russia at the end of April for the exploration of East Central Asia. The Tsar has contributed £5,000 to the fund. The expedition will be under the command of Colonel Kosloff, formerly one of Prievalski's lieutenants. From the borders of the great Altai Range the travellers will proceed to the Gobi Desert, where they will winter. The Tian Shan Range will be crossed next spring. Proceeding to the foot of the Thibet Plateau, a meteorological station will be established at Zerdan, and subsequently investigations will be made of the regions at the sources of the Hoangho and the Yangtze.

INTERESTING DISCOVERIES.

M. Gauckler, the archaeologist, has made some interesting discoveries at Bordj Boudjer, Carthage. In a sort of cavern, of the rock he found along with pottery, lamps, stuccoes, &c., several Greek and Oriental statues, notably a Demeter, or African "Ceres," who replaced the Phœnician goddess Tanit. They had been hidden there in the first centuries of the Christian era. Other caves contain many relics of the Carthaginians, centuries before the Christian era.

THE KIPLING HOUSEHOLD.

A writer in the Boston *Globe* gives some new facts about the Kipling household, which may be of interest to readers. "It is my best judgment," he says, "that Mr. Kipling is now receiving from 25,000 dollars to 30,000 dollars yearly from his royalties and his literary work. I have means of knowing in a general way, and I do not believe the amount is exaggerated. Mr. Kipling is a generous spender, but I should be surprised if his entire personal and family expenses exceeded 10,000 dollars. Yes, he is fairly extravagant. Mr. Kipling is an excellent financier."

FITZSIMMONS CAPTIVATING LADIES.

The champion pugilist, Fitzsimmons, who is now playing at a New York theatre, has had several ladies in the front of the house, all of whom he has captivated. The manager of the theatre, pugilist, and Fitzsimmons, has made a humorous protest and says that he has no intention of allowing a lady to be captivated during the forthcoming fight, and endeavours to "dazzle" his adversary by his smile.

THE READING PUBLIC.

An intelligent visitor to New York, says that three-fourths of the men in large cities read nothing but newspapers. Women read more impartially, more books, and more newspapers. One leading book-seller said: "The newspapers are driving out the books, and the books are driving out the newspapers. One of the most successful book-sellers in New York, says: 'I have seen a great many of the men in large cities who read nothing but newspapers. Women read more impartially, more books, and more newspapers. One leading book-seller said: 'The newspapers are driving out the books, and the books are driving out the newspapers. One of the most successful book-sellers in New York, says: 'I have seen a great many of the men in large cities who read nothing but newspapers. Women read more impartially, more books, and more newspapers. One leading book-seller said: 'The newspapers are driving out the books, and the books are driving out the newspapers. 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